



## *Report to the Auburn City Council*

Action Item  
Agenda Item No. **11**

*[Signature]*  
City Manager Approval

**To:** Mayor and City Council Members  
**From:** Bernie Schroeder, Director of Public Works *BS*  
**By:** Carie Huff, P.E., Associate Civil Engineer *CH*  
**Date:** January 14, 2013  
**Subject:** Palm Avenue Sidewalk and Bicycle Lane Project – Update.

### **The Issue**

Palm Avenue Sidewalk and Bicycle Lane Project update.

### **Conclusion and Recommendation**

Informational item only; no action required.

### **Background**

In March of 2011, Coastland Civil Engineering, Inc. presented three options for the alignment of the Palm Avenue Sidewalk Project. City Council directed staff to return with options that included separated sidewalk and also authorized an amendment to Coastland's contract for Phase 2 of the design. Coastland Civil Engineering proceeded to prepare the three additional alternatives out of the funds allocated for Phase 2 of the design. In October 2011, staff presented three additional options which included separated sidewalk and the preferred alternative was selected that included a four foot landscape strip with an eight foot shared use path on the south side of Palm Avenue. Because the three additional options requested from Coastland were outside the original scope of work, Coastland requested additional funds to complete additional survey and the final design in June of 2012. Additionally, Caltrans requested three environmental technical studies to satisfy the National Environmental Policy Act (NEPA) requirements:

1. Phase I Initial Site Assessment
2. Cultural Resource Analysis Report
3. Historical Property Survey Report

Coastland's subconsultant, Holdrege & Kull, Inc., completed the environmental studies in September 2012. The Cultural Resource Analysis Report and the Historical Property Survey Report satisfied Caltrans requirements; however, the results of the Phase I Initial Site Assessment indicated the need for further study. The Phase I Initial Site Assessment indicated that the project site is located in an area of potential asbestiform minerals. Additionally, near-surface soil within the project site has the potential to be impacted by Aerially Deposited Lead (ADL) from vehicle emissions emanating from State Route 49 traffic prior to 1986 and is considered a recognized environmental condition. Caltrans is required a Phase II Environmental Site Assessment for Naturally Occurring Asbestos (NOA) and Aerially Deposited Lead (ADL). Holdrege & Kull, Inc. prepared a Sampling and Analysis Plan (SAP), collected of surface and subsurface soil samples with a drill rig and appropriate traffic control, and prepared a Geologic Evaluation Report. The Phase II Environmental Site Assessment was completed in late December and submitted to Caltrans on January 3<sup>rd</sup>, 2013. The Phase II testing revealed that asbestiform minerals were detected within the project limits at a level less than the California Air Resources Board regulatory limit and provide no issue for road surfacing. The plans and specifications will include dust mitigation measures such as limiting site access, restricting onsite construction vehicle speeds, covering stockpiled soil and liberal

use of water during grading. The Total Threshold Limit Concentration (TTLC) of lead in one sample (primary and duplicate) was detected at concentrations greater than the screening level of 50mg/kg but less than the regulatory limit (1000 mg/kg) for the material to be considered hazardous. The Soluble Threshold Limit Concentration (STLC) of lead detected in site soil was also less than the regulatory limit of 5 mg/L for hazardous material.

Coastland Civil Engineering, Inc. will be submitting plans to PCWA this week for final approval. City staff continues to coordinate with PG&E and AT&T regarding the relocation of their facilities for the project construction.

Construction of the Palm Avenue Sidewalk and Bicycle Lane project is scheduled for the summer of 2013.

### **Fiscal Impact**

Funding for this project is federal funds that are administered by the State of California Department of Transportation under the Federal Safe Routes to School program as well as Congestion Mitigation Air Quality (CMAQ) funding. Following is a breakdown of the funding:

<b>CMAQ – Congestion Mitigation Air Quality</b>	<b>\$102,033</b>
<b>City of Auburn CMAQ Match (11.47%)</b>	<b>\$15,693</b>
<b>Federal Safe Routes to School Program (includes additional funding)</b>	<b>\$896,579</b>
<b><u>City of Auburn Safe Routes to School Match (10%)</u></b>	<b><u>\$89,657</u></b>
<b>Total</b>	<b>\$1,103,962</b>

The Safe Routes to School and CMAQ grants require the City of Auburn to match in an amount of \$105,350 and will be responsible for any additional money over the grant amount. It is anticipated that these funds will be allocated from the Highway 49 Traffic Mitigation Funds of which \$301,388 is available.

The City of Auburn awarded Coastland Civil Engineering \$99,533 to complete the preliminary and the final design (engineering plans and specifications). In March of 2012, an amendment was approved for the design of PCWA infrastructure in an amount not to exceed \$18,040. All costs associated with the PCWA design and construction will be fully reimbursed by PCWA. In June of 2012, an amendment was approved for the Phase I Initial Site Assessment, Cultural Resource Analysis Report and a Historical Property Survey Report (\$18,100) and survey for final design (\$30,722) which brought Coastland's contract to \$166,395. The cost for the Phase II Environmental Site Assessment is \$31,300 which also includes Coastland's coordination and brings the new total to \$197,695. For the purposes of discussion, PCWA's fully reimbursable portion of the contract will be removed for simplification.

Following are the estimates to complete the project which include City of Auburn staff time, construction administration and materials testing (\$15,000, \$50,000 and \$10,000 respectively).

<b>Coastland Civil Engineering Design</b>	<b>\$179,655</b>
<b>City of Auburn Staff Time (estimate)</b>	<b>\$15,000</b>
<b>Construction Administration (estimate)</b>	<b>\$50,000</b>
<b><u>Construction Materials Testing (estimate)</u></b>	<b><u>\$10,000</u></b>
<b>Total</b>	<b>\$254,655</b>

Therefore, the City of Auburn has \$849,307 to spend on the construction of Palm Avenue Sidewalk and Bicycle Lane Project without authorizing additional money.

The most recent estimate of probable construction costs is \$1,277,911 with an additional \$142,000 in non-participating costs (\$85,000 for PG&E pole and guy anchor relocation and \$57,000 for PCWA pipeline relocation).

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**Summary**

The Palm Avenue Sidewalk and Bicycle Lane Project schedule has been significantly impacted by the Caltrans environmental testing requirements. The project was scheduled to go to construction in the summer of 2012; however, the addition of the Phase I Initial Site Assessment, the Cultural Resource Analysis Report, the Historical Property Survey Report and the Phase II Environmental Site Assessment for Naturally Occurring Asbestos (NOA) and Aerially Deposited Lead (ADL) pushed the project back nearly a year. The delay caused by the additional environmental work meant the project was red-flagged by SACOG for not meeting delivery milestones. The City is not in jeopardy of losing the funds and staff anticipates the Request for Authorization for construction to be submitted to Caltrans in March of 2013. The construction of the project must be complete by March of 2014.

Staff has been coordinating with the property owners along Palm Avenue throughout the design process in regards to utility concerns and access issues. It is staffs understanding that the current design addresses these concerns and will expedite the acquisition of the required temporary construction easements and the permanent easements. Staff will continue to maintain the open dialog with the property owners throughout the process and during construction to minimize issues.

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